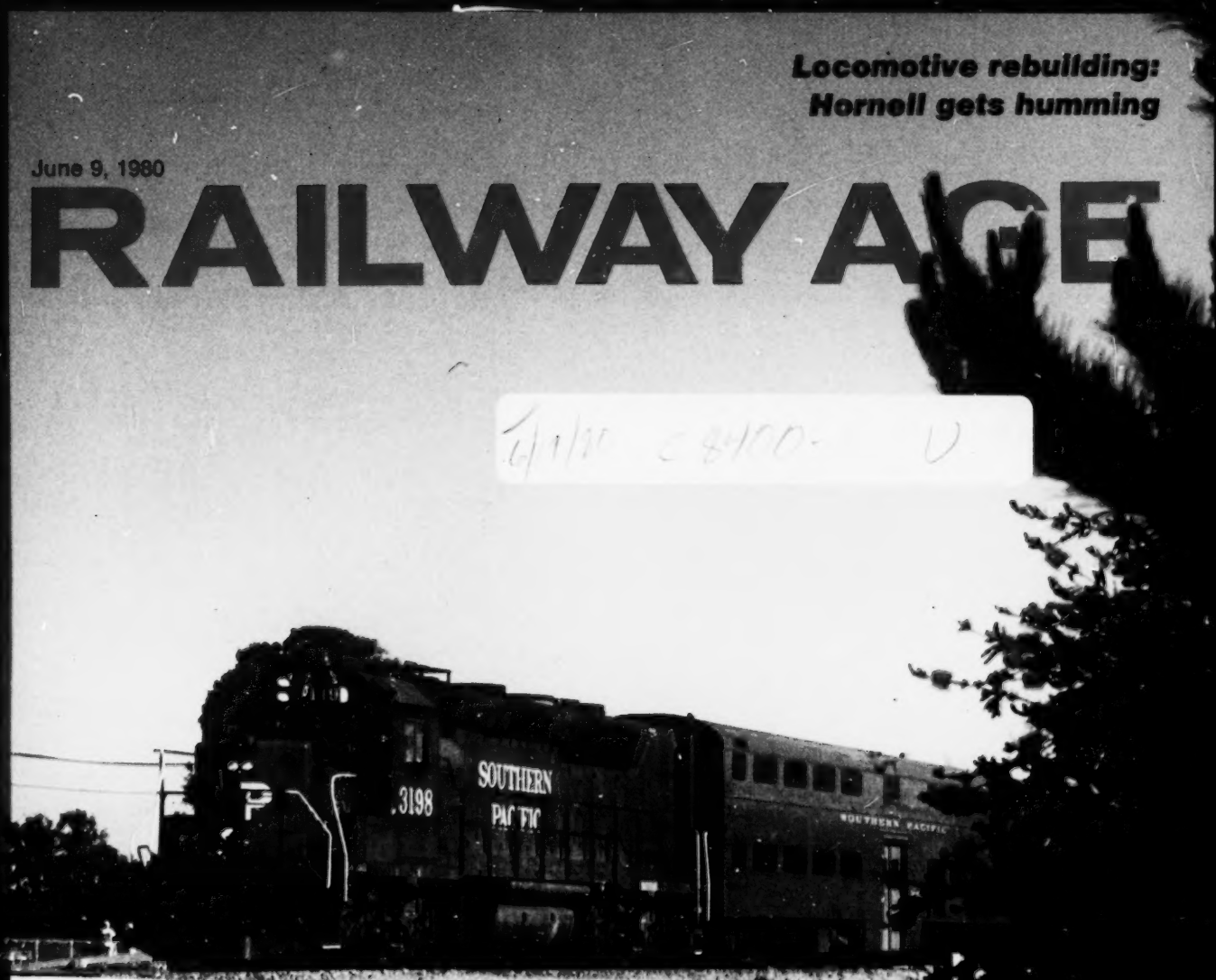
Locomotive rebuilding: Hornell gets humming

June 9, 1980

RAILWAY AGE



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Moving people:

California's return to the rails

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Inside

LUTHER S. MILLER

THE CALIFORNIA STORY

Passenger-train partisans in the West have long felt that the East has a stranglehold on Washington's pursestrings. Western tempers flared anew when Congress—at the urging of the Federal Railroad Administration—recently added $750 million to the $1.75 billion already voted for Northeast Corridor improvements. A letter from Robert W. Rynerson, a former Oregon DOT official who now works as a planner in Edmonton, Alta., pretty well sums up western feelings on this touchy subject. "If the FRA had been put in charge of running the Revolutionary War by the Continental Congress," writes Mr. Rynerson, "their first act would have been to propose surrendering everything but the Northeast Corridor to the British. An army of consultants would have been employed to prove that there was no benefit in retaining the other colonies. School children would marvel at the picture of brave researchers warming themselves around computer terminals at Valley Forge, stuffing old printouts into their shoes to stop frostbite, barely able to squeeze out the numbers on their wornout pocket calculators."

In a recent interview with *Railway Age*, California's Adriana Gianturco didn't put it quite that strongly, but the head of Caltrans—the agency that is responsible for all forms of transportation in the state—did express disappointment that Congress in its emerging-corridors legislation failed to include any money for the Los Angeles-San Diego corridor. "Our tax dollars are going to the Northeast and that irritates us," said Gianturco. "I think another $750 million to the Northeast Corridor is outrageous."

But even without the all-out support that the Northeast Corridor is getting from Washington, the Los Angeles-San Diego corridor is fast on its way to becoming an all-out success, writes Contributing Editor William D. Middleton in one of several stories in this issue (p. 28) about the rebirth of rail passenger service in our most populous state. There are now six daily round trips between these cities; ridership last year was up 43% over the year before; this year it's running 30% above last year.

CALTRANS TO THE RAILROADS: "WORK WITH US"

California thinks big, and so does Caltrans. The agency now has a plan that would extend passenger train service miles by more than 40% in a giant-sized "California Corridor" that would include a Sacramento-Bay Area northern segment linked by coastal and San Joaquin Valley routes to the Los Angeles-San Diego southern segment. To accomplish this will require not only more help from Washington but more cooperation from the railroads. Gianturco's message to railroads is: "Work with us. We've got common interests."

There's more to the California story than intercity trains. There's the new agreement between Southern Pacific and Caltrans for improved San Francisco Peninsula commuter service, a program that will cost $100 million over the next five years (p. 32). There's the miniboom in light rail—San Diego is building an LRT system (p. 34) and San Jose is in the advanced planning stages (p. 40).

As we have earlier reported, there's activity, too, on the heavy rail transit front. Los Angeles is well along on the road toward construction of an 18-mile $2-billion "starter" line (*RA*, Oct. 8, 1979, p. 48). BART, meanwhile, is beginning to look more like a success story than it has in the past; with ridership rising, BART is in the market for 90 to 150 new cars (*RA*, May 12, p. 14).

Things certainly are changing in the state that made the freeways famous.

BEST AVAILABLE COPY

Market

CARLOADINGS

Loadings of revenue freight in the week ended May 17 totaled 440,945 cars, according to the Association of American Railroads. This was a decrease of 53,635 cars, or 10.8%, compared with the corresponding week last year. Ton-miles generated by carloadings in the week ended May 17 are estimated at 17.7 billion, a decrease of 6.1% below the corresponding week of 1979.

REVENUE FREIGHT CARLOADINGS

Commodity	May 17 week	May 10 week
Grain	24,963	25,562
Farm products	4,961	4,772
Metallic ores	35,914	34,665
Coal	116,260	116,151
Crushed stone, gravel & sand	15,247	15,666
Nonmetallic minerals	12,991	15,821
Grain mill products	16,372	15,703
Food and kindred products	18,018	17,481
Primary forest products	19,805	20,306
Lumber & wood products (except furniture)	8,474	7,934
Pulp, paper & allied products	20,921	20,276
Chemicals & allied products	25,363	26,961
Petroleum products	5,577	5,636
Stone, clay & glass products	15,471	16,130
Coke	5,664	5,049
Metals & products	16,420	15,955
Motor vehicles & equipment	14,706	15,944
Waste & scrap materials	12,391	10,429
Forwarder & shipping assn. traffic	10,259	10,427
All other carloads	40,994	40,708
LCL traffic	174	171
Total cars loaded	**440,945**	**443,749**
Cumulative total 20 weeks	8,851,605	8,906,645
Estimated revenue ton-miles (billions) 20 weeks	351.5	333.6

PIGGYBACK LOADINGS

U.S. piggyback loadings for the week ended May 10 totaled 31,802 cars (16.0% below the corresponding 1979 week) and 57,932 trailers or containers (down 14.3% from 1979). Cumulative volume for the first 19 weeks of 1980 is 632,111 (down 6.4% from 1979) and 1,148,188 trailers or containers (down 4.1% from 1979).

CANADIAN CARLOADINGS

Canadian railway revenue freight loaded in the seven-day period ended May 7 totaled 5.7 million tons (up 7% from 1979). Cars loaded totaled 79,171 (up slightly from 1979). Cumulative loadings for 1980 were up to 89.1 million tons (up 8.3% from 1979).

- *Louisville & Nashville.*—Will spend $185.5 million in 1980 for 2,929 new freight cars, 769 rebuilt cars, and 57 new diesel-electric units. This is an increase of $76 million over 1979 spending. The freight car program calls for acquisition of 1,650 100-ton open tops; 1,000 100-ton covered hoppers; 144 trilevel autoracks; 50 70-ton pulpwood flatcars; 30 70-ton cars; and 50 cabooses. In 1979 L&N acquired 226 new cars, 887 rebuilds, and 130 locomotives. L&N's 1980 track program includes installation of 210 miles of cwr, 1.1 million new crossties, and 1.2 million tons of ballast. In 1978 the railroad installed 256 miles of cwr, 1.06 million crossties, and 1.5 million tons of ballast.

- *Niagara Mohawk Power Corp.*—Leased 98 TankTrain tank cars from General American Transportation Corp. to deliver fuel oil to its Oswego, N.Y., electric generating plant.

- *Porto Alegre (Brazil).*—Will construct a suburban rail transit system costing $312.8 million, of which $159 will be supplied by the World Bank. All items to be procured, including 25 electric trains and automatic signaling equipment, will be subject to international competitive bidding. Inquiries should be directed to Empresa de Trans Urbanos de Porto Alegre/Rua dos Voluntarios de Patria, 1358/90.000 Porto Alegre/Rio Grande do Sul - Brazil.

- *Westinghouse Air Brake Division (WABCO).*—Will supply equipment valued at more than $5 million for installation on rapid transit system cars that the Budd Co. is building for Baltimore and Dade County (Miami). Budd awarded WABCO a $4-million contract for braking and control equipment. Walton Electric Coupler Inc. awarded WABCO a $1-million contract for draft gear equipment. Budd is building 72 cars for Baltimore and 136 for Miami. Delivery of the Baltimore cars is to begin in the third quarter of 1980; the 8-mile Baltimore line is expected to start revenue service in the first quarter of 1982. Delivery of the Miami cars is scheduled for third quarter 1981; the 22.6-mile Miami system is to begin revenue service in 1984.

- *Zambia.*—Will use proceeds of a $40-million loan from the World Bank and its affiliate, the International Development Association, to help finance a $184.3-million railway improvement project. The project, which comprises the last four years (1980-1983) of the Zambia Railways Board's modernization program, calls for purchase of new locomotives and freight cars, renewal of 70 miles of track, and improvements to the etc and telecommunications systems. Equipment financed by the World Bank/IDA loan will be procured through international competitive bidding.